

CURRENT PARAGRAPHS.

Southern News.

The moonshiners of the Alabama mountain districts manufacture crooked brandy.

Atlanta up to the 12th inst, had received 95,774 bales cotton, against 86,552 last season.

There is one lot of land of forty acres in north Georgia that has yielded over one million dollars in gold since the war.

Mobile policemen get fifty dollars a month, and the chief fifteen hundred a year.

It is estimated that six thousand voters of south Alabama have forwarded petitions to Washington, within the past two months, asking the passage of the Southern Pacific railroad bill.

Five colored men were drowned in Jackson, Miss., the 10th inst, by the sudden rising of Town creek. The rain was very heavy, and all the bridges of the creek were more or less damaged.

Memphis Avalanche: From a gentleman who has just returned from Hot Springs, we learn that Hot Springs will be built up right away with substantial buildings of brick. There is over there now a tobaccoist from New York with a half million of dollars to invest; also a man from Cincinnati with mechanics, and is going to build a \$100,000 hotel with all the latest improvements.

The government agent will give a certificate of title to parties who will build substantial buildings on the burned district. Some efforts have already been given.

An effort to induce the negroes of Atlanta to emigrate to Liberia, is being made in that city. The movement is made under the general supervision of Milton Turner. It is proposed to induce negroes to go to Charleston and from thence to sail for Liberia, where, it is represented, a gorgeous fortune awaits every immigrant. The most glowing accounts are given of the fertility and resources of this flowery land, which is claimed to excel Florida with substantial evidence. It is proposed to pronounce the whole movement a miserable fraud.

Nashville American: The following statistics, obtained from State Superintendent Treadwell, show the wonderful progress the public schools of Tennessee have made within the past year. The increase in enrollment over the year previous was 20 percent; average attendance, 17 percent; increase in number of teachers, 75; increase in the number of scholars, 694; counties assessing supplementary property tax, 45; do, supplementary tax, 30; do, supplementary privilege tax, 22; do, supplementary property, poll and privilege tax, 21; number of counties levying supplementary tax, 30 out of 40. The school population is 441,972, against 434,131 the year previous; enrollment, 133,108, against 124,189 the year previous; an increase of 8,919; average attendance, 146,695, against 125,085 the year previous; an increase of 20,610; number of schools, 4,591, against 3,897 the year previous—an increase of 694 schools.

Foreign Intelligence.

The point helmet of the German army has been decided upon for that of Great Britain, and will be distributed to thirty regiments of infantry and several brigades of cavalry on the 1st of April next. The new helmet is somewhat lighter than that of the Germans.

All Sorts.

Ten-chests made in Massachusetts are to be exported to China.

A ton of wheat can be sent from Chicago to Liverpool for seven dollars.

The Mormons are building a magnificent temple on the summit of a high mountain in Utah. Five hundred men are at work on it, and it will not be completed for four years.

The clocks in the Basque provinces of France are made to strike twice, first to give warning and then to denote the hour. Few of the people can read the time, and frequently no minute hand is used.

The sugar-growers of Minnesota have been holding a ten days' convention at Minneapolis and have organized a state association for the exchange of views and experiences. The culture of sugarcane is a growing industry in Minnesota.

There are one hundred and twenty-five species of grass known to be native in Maine, and it is thought a survey would discover half as many more. Fifty kinds have a high agricultural value. The area of grass in the state is said to be worth \$12,000,000 annually.

Professor Virchow, in a recent discourse at Munich on the progress of general science, said that there was good reason to believe that, owing to the immense discoveries reached in the analysis of light, it would soon be possible to recolor photographs.

Mr. Alexander Jamieson, of Berlin, in Australia, has constructed a buggy consisting exclusively of iron and steel. In place of hickory spokes and oak felloes, he has employed wrought iron tubes and T-iron. The tubes fit into the axle-box at one end and are riveted to the T-iron at the other. The first noticeable effect has been to add to the weight of the vehicle. This has accrued in spite of the thinness of the parts. The cost also has been enhanced. The extra weight, in view of the strength which must result from the use of iron in place of wood, nor should it be felt, once a start is made, except in the ascent of hills. Strength and durability are regarded as a full equivalent for the increase of cost. The vehicle has a neat look, and an appearance, if not a reality, of lightness, which renders it attractive.

Who Loses the Eight Cents.

Seventy or eighty papers have come to hand this week, inquiring in a pathetic voice who it is that loses the eight cents when a laboring man takes a ninety-cent silver piece for a dollar. Now, this is the very thing that has puzzled us. If a carpenter receives from the government a ninety-two-cent silver piece for a dollar and passes it upon his butcher for a dollar, and the butcher passes it upon the shoemaker for a dollar, and the shoemaker passes it upon his landlord for a dollar, and the landlord passes it for a dollar upon the state for taxes, and the state passes it for a dollar upon a mason for work on the state-house, and the mason passes it for a dollar to a merchant for a silk dress for his wife, and the merchant passes it for a dollar to the customer for import duties, and the United States treasurer passes it as a dollar to a soldier, and the soldier passes it as a dollar to the same carpenter herebefore previously mentioned, we are

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unable to see who has lost the eight cents. Happy thought—perhaps the loss fell on some man who did not get it! Scrupulously, the same man who lost the eight cents loses sixteen cents every time he takes four silver quarters, that have only eighty-four cents worth of silver in them. But, then, the eight-cent piece is a puzzle. In a dollar's worth of these there is only nineteen cents' worth of metal. Now will some of the editors who lie awake at night to figure such things out please to inform us who it is that loses the eighty-four cents every time a dollar's worth of nine is paid? Who loses four cents every time a five-cent piece is paid for a glass of lager or a car ride? The little copper cents are even a greater robbery. We have not the heart to go into a calculation as to how many million dollars are wrung from the horny-handed, honest-to-day laborer in the passage of this debased coin. It is inconceivable how an opponent of the Bland bill can pass one of these fraudulent tokens—even at a distance, without blushing for the perfidy of his race.—[New York Graphic.]

The Shaping of a Ship.

In preparing to build an iron vessel it must be first decided who she is to be, where she is to go, and how she is to be moved. The character of the coast a ship is to visit determines her shape and capacity. If she is always to keep in deep waters, and to follow the great commercial highways of the world, she must be built to sail in every sea; must be ready to encounter the dangers of every climate, hot monsoons of Indian seas or the freezing storms of the north Atlantic. If she is to visit our southern ports and rivers, she must be flatter-bottomed and of light draught, that she may creep over the shallow bars in safety. If she is to ascend swift and narrow rivers, she must be provided with ample means of ventilation and shaded decks. If her way leads to northern ports, she must be ready to tread the tremendous seas and the furious gales of the North Atlantic. If she is to be a coast trader, she must assume one shape; if a cutter, quite another. If she is to have paddles, she takes one form; if a screw, quite another.

Having decided all this, having settled upon her length, depth, width, and capacity, and fixed the cost, the next step is to make the model. A cabinet-maker is to be selected, a number of pieces of choice wood of exactly equal thickness, say, from four to six inches wide, and from a yard to one and a half yards long. At the same time he selects an equal number of pieces of veneer of the same size, choosing a veneer of a rich color or a color contrasting with the other wood. These boards are carefully laid one over the other, with the veneer between each, and the whole is then glued together to make a solid block. Out of this block the designer shapes a model of one-half of the hull of the ship. He gives this block the exact shape the future ship is to assume when seen from the side. Only a half model is made, as the two sides of the ship will be simply duplicates of the model.

Everything depends upon the skill of the designer. The ship's speed, capacity, draught, and safety depend upon the shape he gives her. A bad model will never be built, and a bad model will never be built, and a bad model will never be built.

The architect makes plans of houses and temples has comparatively an easy task. The drawing gives a clear idea of the appearance of the future building, and his work is perfectly plain and simple. The marine architect must combine science with beauty, and his work is a beautiful form. The model must be an exact copy of the ship in little. He must be able to point out how deep the ship will sink in the water, how the bows will part the water in front, how the displaced water may sweep past the sides and under the stern. The model must show how deep the screw will be submerged. Now far the ship may heel over under the influence of her sails or the waves in safety, and how she will be upborne from moment to moment on the ever-shifting waves. His art is the careful adjustment of forces one against the other, the weight against the flotation or buoyancy, the resistance of the water against the power of her screw and engines, the force of the waves and wind against her own stability. The finished model is full of grace and beauty; but it comes not from the mere blending of sweeping lines and graceful lines, but from the balance of these forces. It is beautiful because the repose of forces in equilibrium is always beautiful. Certainly, if the architect is called an artist, the model-maker is fully his equal.—[Charles Barnard, in Harper's Magazine.]

Causes of Sudden Death.

Very few of the sudden deaths which are said to arise from passages of the heart do really arise from that cause. To ascertain the real origin of sudden deaths, experiments have been tried in Europe and reported to a scientific congress held at Strasburg. Sixty-six cases of sudden death were made the subject of a thorough post-mortem examination. In only two were found who had died from disease of the heart. Nine out of sixty-six died of apoplexy, while there were forty-six cases of congestion of the lungs—that is, the lungs were so full of blood that they could not work, there not being blood enough for a quantity of air to enter to displace the blood already in the lungs. The causes that produce congestion of the lungs are cold feet, tight clothing, costive bowels, sitting still, chilled after being warmed with cold air, rapid walking, going too suddenly from close, heated rooms into the cold air, especially after speaking, and sudden depressing news operating on the blood. The causes of sudden death being known, an avoidance of them may serve to lengthen many valuable lives which would otherwise be lost under the verdict "heart complaint." The disease is supposed to be inevitable and incurable; hence, many do not take the pains they would do to avoid sudden death, if they knew it lay in their power.

THE HICKMAN

ESTABLISHED 1859.

OUR OWN.

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For though in the quiet evening I might give you the kiss of peace, I might give you the kiss of peace. I might give you the kiss of peace. I might give you the kiss of peace.

That never for me. That never for me. That never for me. That never for me.

How many go forth in the morning. How many go forth in the morning. How many go forth in the morning. How many go forth in the morning.

And here has been broken. And here has been broken. And here has been broken. And here has been broken.

That sorrow can never be right. That sorrow can never be right. That sorrow can never be right. That sorrow can never be right.

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